

December 2003

NORTHERN COMMAND

SAFESTAT REPORT

Nevada Highway Patrol

Major Robert Wideman

Overview

December 2003 was a challenging month for Troopers of the Northern Command. The month included a series of winter storms that contributed to a substantial increase in traffic collisions as compared to last month and culminated in a rapid deployment of Troopers to the Las Vegas area in support of homeland security operation surrounding New Years Eve.

A series of five major winter storms impacted the Northern Command area in December, resulting in an increase in crashes of 19.9% from November. That's an addition 47 crashes that were investigated. The number of crashes investigated in December compares favorably, however, with the number of crashes investigated in December 2002. The Northern Command Troopers achieved a reduction of 8.2% compared to the same month one year ago.

Documented enforcement activity was similarly lower compared to the previous month, with a reduction of 10%. Enforcement activity was 35.1% higher than levels experienced in December 2002. The ration of enforcement action documented per Trooper also declined as compared to the previous month. This decline must be considered in light of the fact that the extra crashes attributed to the winter storms require a commitment of Trooper time to investigate. In addition to the investigative time spent, the storms resulted in an additional 569 motorist assists and 152 staff hours devoted to those calls. When the enforcement actions are compared to the number of Trooper hours worked during the month, the ratio of productivity remained constant with ratios identified during November.

Staffing levels remained constant with the previous month, though the available Trooper work hours were impacted by training certification requirements and a continuing high rate of sick leave usage related to outbreak of influenza common in the western states. Sick leave usage was 47.3% higher when compared to December 2002. Due to the re-allocation of Trooper positions to the Southern Command, the Northern Command has 36 fewer Trooper positions staffed than were present in December 2002. The loss of those positions, combined with the loss of work hours for sick leave and training, were reflected in a 62.3% reduction in total Trooper hours worked compared to December 2002, and a reduction of 12.2% compared to November 2003.

Despite the dramatic reductions in available staff, the Troopers of the Northern Command continue to provide substantial and effective service in crash reduction and enforcement activity.

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NORTHERN COMMAND

CRASH ANALYSIS AND OVERVIEW

| | Current period | | Same period previous year | % Change | | Previous reporting period | % Change |
|--|----------------|--|---------------------------|----------|--|---------------------------|----------|
| Total Crashes | 403 | | 439 | -8.2% | | 336 | 19.9% |
| Property Crashes [including commercial vehicles] | 275 | | 312 | -11.9% | | 240 | 14.6% |
| Injury Crashes [including commercial vehicles] | 123 | | 122 | 0.8% | | 93 | 32.3% |
| Fatal Crashes [including commercial vehicles] | 5 | | 5 | 0.0% | | 3 | 66.7% |
| DUI Crashes [DUI charged] | 12 | | 19 | -36.8% | | 14 | -14.3% |
| Total persons killed in fatal crashes | 6 | | 6 | 0.0% | | 4 | 50.0% |
| Total drivers killed without seatbelts | 2 | | 2 | 0.0% | | 1 | 100.0% |
| Total passengers killed without seatbelts | 2 | | 2 | 0.0% | | 0 | 200.0% |
| Total drivers killed with seatbelts | 2 | | 0 | 200.0% | | 3 | -33.3% |
| Total passengers killed with seatbelts | 0 | | 0 | 0.0% | | 0 | 0.0% |
| Total number of commercial vehicle crashes | 10 | | 7 | 42.9% | | 3 | 233.3% |
| Property crashes involving commercial vehicle | 6 | | 7 | -14.3% | | 3 | 100.0% |
| Injury crashes involving commercial vehicle | 4 | | 0 | 400.0% | | 0 | 400.0% |
| Fatal crashes involving commercial vehicle | 0 | | 0 | 0.0% | | 0 | 0.0% |

Percentage of fatal crashes to total crashes 1.2%

Percentage of DUI crashes to total crashes 3.0%

Percentage of persons killed *without* seatbelts to total persons killed 66.7%

Percentage of commercial vehicle crashes to total crashes 2.5%

Analysis:

Reno Urban Crash Analysis

In the Reno Urban area there was an increase of Total Crashes. Property damage crashes increased a total of 18 more this month compared to last month with a decrease of 22.6% compared to December last year. This month weather played a big factor in the increase of crashes in the Reno urban area. We had five different storms come through the area that left measurable snow.

Crash analyses continued to show that 42% of crashes are occurring Monday through Friday during the commuter hours (6:00a.m. to 8:00a.m. and 4:00p.m. to 7:00p.m.). The motorcycle directed enforcement plan was altered to saturate these locations and times however, during the month of December the motor officers were restricted with their efforts due to unavailable vehicles, training and days that were too hazardous to ride due to inclement weather conditions.

Fernley/Fallon Crash Analysis

The Fernley / Fallon areas reported a 1.9% overall increase in crashes compared to last month and a 31% increase compared to last year. The 31% increase represents 13 more crashes this month compared to last year. Out of the 55 reported crashes, 15 were weather related. Although the area reported a reduction in fatal crashes compared to last year, the area had a spike in injury crashes of a 64% increase (nine more) compared to last month and 21% increase (four more) compared to last year. This spike is unusual in that the trend over the past year has consistently reported a reduction in injury crashes almost every month. An analysis of the crash data for the area fails to find a common trend or reason for this spike. The one fatal crash investigated revealed that the driver was not wearing a seatbelt. Additionally 10 crashes took place within the city limits of Fernley where traffic has become much heavier over the past few years as the bedroom community continues to grow. Commercial vehicle crashes continue to remain constant.

Carson/Tahoe Crash Analysis

The area decreased 14.5% in crashes compared to last year but increased 34.3% compared to November a difference of 24 more crashes this month however, several snowstorm in December caused 19 more weather related crashes than November. There was a 50% drop in fatality crashes over last year and a 17% drop in injury crashes. The area troopers continue to aggressively cite violations of the seatbelt law. Commercial vehicle crashes remain a very low percentage of total crashes.

S.I.R.T. (Severe Incident Response Team)

At this time, the Severe Incident Response Team still has four 2002 cases still open. Three cases are awaiting trial and one case needs to have the crash vehicle released. For 2003, we currently have 21 open cases, with 16 cases waiting trial or are being reviewed by the District Attorney's office. Five outstanding fatal crash cases are still being investigated or have been sent back for final corrections. We have closed 32 cases to date this year.

The Northern Command investigated five fatal crashes during December and the SIRT team responded to four of the five crashes. One fatal crash occurred in the Fallon district. One fatal crash occurred in the Carson/Tahoe district and three fatal crashes occurred in the Reno district

In the Northern Command, we are down in the number of total fatalities and in the number of deaths. Last year, at this time, we had 56 fatalities with 78 deaths. At this time, we have 48 fatalities with 51 deaths.

Area Weather Conditions

The National Weather Service Reno, NV reported that the month of December was an active month with a strong jet stream pushing five major winter storms with low pressure systems and cold fronts through the area causing above average precipitation. Along with the precipitation came strong winds with gusts of 49 mph.

This caused driving conditions to be difficult for the motoring public. Compared to last month, December was a wet and snowy month as November was relatively dry and cool.

FIELD ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]

| | Current period | | Same period previous year | % Change | | Previous reporting period | % Change |
|---|----------------|--|---------------------------|----------|--|---------------------------|----------|
| DUI arrests from crashes | 12 | | 19 | -36.8% | | 14 | -14.3% |
| DUI arrests <i>prior</i> to crashes | 79 | | 109 | -27.5% | | 110 | -28.2% |
| Other Arrests | 382 | | 574 | -33.4% | | 509 | -25.0% |
| Total Persons Arrested (DUI included) | 164 | | 194 | -15.5% | | 226 | -27.4% |
| Speed violations | 1575 | | 1155 | 36.4% | | 1895 | -16.9% |
| Hazardous moving violations | 713 | | 627 | 13.7% | | 698 | 2.1% |
| Occupant restraint violations * | 350 | | 177 | 97.7% | | 423 | -17.3% |
| Total violations ** [above violations included] | 4512 | | 3340 | 35.1% | | 5015 | -10.0% |
| | | | | | | | |
| Hazardous moving violations-citations/arrests | 9 | | 10 | -10.0% | | 19 | -52.6% |
| Other traffic violations-citations/arrests | 30 | | 61 | -50.8% | | 15 | 100.0% |
| Total safety inspections [Lvls 1,2,3&6] | 375 | | 250 | 50.0% | | 398 | -5.8% |
| Terminal inspections TIP (Lvl 5) | | | | 0.0% | | | 0.0% |
| Total safety violations -- citation | 228 | | 154 | 48.1% | | 164 | 39.0% |
| Total safety violations -- repair order | 591 | | 232 | 154.7% | | 725 | -18.5% |
| Total vehicles placed "Out of Service" | 15 | | 34 | -55.9% | | 41 | -63.4% |
| Total drivers placed "Out of Service" | 5 | | 13 | -61.5% | | 19 | -73.7% |
| Total school buses inspected | 17 | | 29 | -41.4% | | 98 | -82.7% |
| Total school buses placed "Out of Service" | 4 | | 0 | 400.0% | | 29 | -86.2% |
| Total trucks weighed | 42 | | 90 | -53.3% | | 81 | -48.1% |
| Total overweight citations | 9 | | 26 | -65.4% | | 29 | -69.0% |
| Total dyed fuel inspections*** | 242 | | 214 | 13.1% | | 398 | -39.2% |
| Total dyed fuel citations*** | 1 | | 1 | 0.0% | | 5 | -80.0% |

* Seat belt and child restraint

**Total violations includes Speed, Hazardous, Occupant restraint, Registration, Drivers License, Insurance and Other Categories.

***The dyed fuel inspection criteria changed in January of 2003. All diesel power vehicles were checked from that date forward. From February 2002 to January 2003 the citation count included all tax evasion citation which incorporated I.F.T.A. AND I.R.P. violations.

Analysis:**Area Weather Conditions**

December's weather pattern greatly increased calls for service and increasing the number of weather related crashes. Motorists needing assistance increased 64.5%. Troopers responded to 1889 motorists assists this month compared to 1287 in November and spent 456 hours compared to 277 hours in November.

Reno Urban

Activity is down in every category for Reno Urban Traffic. We had a decrease of 13.8% in available manpower and only a decrease of total violations of 18.5%. During the month there were other factors that played a role in not being available to make as many enforcement contacts with the public. Investigating the additional crashes this month decreased enforcement time. Weather related calls for service took away from our enforcement time also. Vehicles sliding off the road that did not result in a crash still required assistance and traffic control during weather related road closures. Northern Command troopers assisted 1360 motorists in December compared to 791 in November and spent 314 hours compared to 162 hours respectively.

A comparison of field enforcement activity to total hours worked shows a closer relationship in activity when comparing December to November. Looking at the 1855 total violation written in December accomplished with 3430 hours worked, the ratio of activity to hours worked was .54 per hour. Considering the same of November with 2276 violation written to 3981 hours worked the ratio was .57 per hour. Comparing December's ratio to November's is not that great a reduction as is the gain over last year's ratio of .38 per hour.

Fernley/Fallon

The Fernley/Fallon areas field enforcement activity continues its trend of increased performance in citation activity but decreased arrest activity. Combined areas increased our total violations issued this month by 6.3% over last month and 47.3% over last year. We continue our efforts to reduce loss of life and injuries from crashes with our enforcement plan. As compared to last year, speeding violations are up 59.5%, hazardous moving violations are up 229.6% and occupant restraint violations are up 176.2%. These substantial increases over last year's number were accomplished with a 20% reduction in total hours worked this year compared to last year.

The decrease in arrest activity, including driving under the influence, can reasonably be attributed to the 20% reduction in total hours worked compared to last year.

Carson/Tahoe

Total enforcement dropped off over last month. The loss of actual time on the road was the most significant factor. On view patrol hours for last month was greater at 551 hours compared to this months 512 hours which is a reduction of 39 hours of enforcement contacts. The totals are vastly improved over December 2002. The troopers increased total violations by 679 or 95.8%. Seatbelt citations increased by 115 or 302.6%. Hazardous moving violations increased by 89 or 67.9%. These increases are despite the loss of seven trooper positions from the Carson Tahoe area and reallocated to Las Vegas.

Commercial

During the month of December 2003, the commercial enforcement section issued 9 hazardous moving violations and 30 non-moving violations in traffic enforcement, performed 88 Level 1 inspections and 292 Level 2 & 3 inspections for a total of 380 inspections with 591 safety violations found. This was a decrease in Level 1 and Level 2 & 3's from November which was 398 inspections but a considerable 52% increase compared to December 2002 with 250 inspections and 232 safety violations.

There was an increase in citations issued this month as compared to last month. A total of 228 safety citation violations reported this period as compared to 164 in November. November's 398 inspection increase was accomplished during a month containing a 72 hour roadblock which regularly produces heavy activity. In December 380 inspections were conducted showing a decrease of only 18 inspections to November but without the benefit of the 72 hour roadblock.

As all the required training was completed in the first part of the month, commercial troopers are focusing on the task of completing goals and objectives for the month. During the month of December, Commercial Enforcement had six scheduled check sites. Snowfall caused the cancellation of two scheduled check site days (December 10th and 11th). Commercial enforcement had a check site cut short on the 17th due to reprogramming of new radios as the command changes over to the new radio system. Troopers implemented good time management by having two check sites on one day. One held at the Mustang site and one at the Wadsworth site in order to comply with the monthly goals for check sites as well as screening east and west bound commercial motor vehicles.

Traffic citations were up from last month for a total of 39 as compared to 19 for the month of November, as Commercial Troopers handled 13 traffic crashes this month compared to three last month.

A total of 62 school buses were inspected with 22 being placed out of service for the month. In November, 98 inspections were held with a total of 29 buses placed out of service. Commercial enforcement is showing a strong dedication to safety in December as there is a smaller number of out of service buses in December as compared to the number buses inspected last month. The commercial section is still involved in the Carpenter school bus defect inspections which consumes a great deal of time by having to re-inspect these buses for frame cracks.

The entire Reno Commercial section was activated on December 22, and deployed on December 23 to Las Vegas to provide additional security measures and enforcement during the heightened homeland security concerns. The deployment involved, 1 Act. Lieutenant, 2 Sergeants 18 Troopers and 3 Commercial Vehicle Safety Inspectors. Personnel used 902.25 hours reducing time spent on normal assigned duties.

M.C.I. (Major Crime Interdiction)

Staffed work hours were down this rating period, compared to the last rating period. Work hours lost was dramatically up this month and overtime was down this rating period.

Traffic stops went down and stops per hour down. Verbal warnings were down this rating period, compared to the previous rating period. Searches this rating period were down. There were two individuals arrested on various charges, during this rating period. The MCI unit handled 69 motorists assists.

The M.C.I. team had eight court cases negotiated prior to trial. Three of these cases have been completely adjudicated through the courts.

In the month of December the MCI team in two separate traffic stops seized \$42,188 and seized 3.85 pounds of Marijuana during another stop.

The month of Decembers M.C.I. statistic were the efforts of two troopers. Over the past year the M.C.I. team has worked diligently in the performance of the specialized enforcement duties. During this past year the team has had many successes, unfortunately the Northern Command continued to lose personnel due to the reallocation of personnel to Las Vegas. The Northern Command personnel levels are now at its authorized staffing levels. Additionally the Northern Command regularly provides its personnel, which are pulled from the ranks, to provide academy instruction and background investigations. Due to these temporary assignments the regular staffed shifts are working at a reduced personnel level. As a result of the aforementioned, it has become necessary to reassign the remaining three troopers to normal assigned duties.

STAFFING AND WORK HOURS

| STAFFING | Authorized positions | | Current positions staffed | | Percentage of authorized | |
|--------------------------------------|----------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| | Current period | Same period previous year | Current period | Same period previous year | Current period | Same period previous year |
| Traffic [Tpr. & Sgt.] | 64 | 98 | 64 | 98 | 100.0% | 100.0% |
| Commercial [Tpr. & Sgt.] | 19 | 19 | 15 | 18 | 78.9% | 94.7% |
| Commercial CVSI | 3 | 3 | 3 | 3 | 100.0% | 100.0% |
| | | | | | | |
| WORK HOURS LOST | Current period | | Same period previous year | % Change | Previous reporting period | % Change |
| Annual leave | 1612 | | 1150.15 | 40.2% | 1161.6 | 38.8% |
| Compensatory leave | 495 | | 721.75 | -31.4% | 515.5 | -4.0% |
| Sick Leave [personal and family] | 1015.55 | | 689.5 | 47.3% | 1107.25 | -8.3% |
| Military leave | 320 | | 0 | 32000.0% | 173 | 85.0% |
| Holiday off | 270 | | 192 | 40.6% | 687 | -60.7% |
| Training | 1800 | | 932.5 | 93.0% | 1304 | 38.0% |
| Administrative leave | 0 | | 0 | 0.0% | 36.5 | -3650.0% |
| Leave without pay | 0 | | 0 | 0.0% | 0 | 0.0% |
| Vacancy [173 hours per position*] | 0 | | -1211 | 121100.0% | 0 | 0.0% |
| Total work hours lost | 5512.55 | | 2474.9 | 122.7% | 4984.85 | 10.6% |
| | | | | | | |
| OVERTIME | Current period | | Same period previous year | % Change | Previous reporting period | % Change |
| Paid overtime claimed | 1317.38 | | 1685.5 | -21.8% | 1202 | 9.6% |
| Compensatory overtime claimed | 271.16 | | 212 | 27.9% | 188 | 44.2% |
| Total overtime hours | 1588.54 | | 1897.5 | -16.3% | 1390 | 14.3% |

| TOTAL HOURS WORKED | Current period | | Same period previous year | % Change | Previous reporting period | % Change |
|---|----------------|--|---------------------------|----------|---------------------------|----------|
| Number of authorized positions x 173 hours* | 11072 | | 19549 | -43.4% | 11072 | 0.0% |
| Work hours lost | 5512.55 | | 2474.9 | 122.7% | 4318.85 | 27.6% |
| Overtime | 1588.54 | | 1897.5 | -16.3% | 1390 | 14.3% |
| Total hours worked | 7147.99 | | 18971.6 | -62.3% | 8143.15 | -12.2% |

* 173 hours based upon 2080 work hours per year

Analysis:**Reno Urban**

Annual and compensatory time usage was up this month compared to last month. However, sick leave usage remained unchanged compared to last month. The sick leave usage this month was due to the flu that was affecting the entire west coast. Combined paid overtime and compensatory leave overtime accrued was slightly up this month compared to last month. Reno urban had 13.8% less available hours this month compared to November and 29.1% less compared to December of 02.

Numerical staffing numbers shown above reflect only those Troopers whose primary responsibilities include enforcement activity and crash investigation. Command staff and sworn personnel assigned full time to administrative duties are not included as they have no direct impact on the enforcement or crash reduction efforts.

| | |
|--|-----------|
| Total current traffic staff (Sergeants and Troopers) | 46 |
| Training Officer | 1 |
| Trooper on administrative assignment | 1 |
| Public Information Officer | 1 |
| Trooper assigned to back ground unit (HQ) | 2 |
| SIRT (Reconstruction Team) | 4 |
| MCI (Major Crime Interdiction Team) | 1 |
| Administrative Sergeant | 1 |
| Command Trooper | 1 |
| Troopers on extended Military Assignment | 2 |
| Total Current Traffic staff working the road | <u>29</u> |

Fernley/Fallon

Staffing levels remained fairly equal compared to November. One trooper worked on background investigations for the entire month. The area troopers did reduce annual leave usage by 31.6%, compensatory leave by 62.2% and sick leave by 5% compared to last month. Although sick leave was reduced by 5% compared to last month, 210.5 hours of sick leave was use and remains high due to the flu still lingering among area troops along with some personal health issues.

Carson/Tahoe

The total hours worked dropped by 1445 hours or 35% compared to December 2002. There was an increase of 11.6 hours worked over last month. The increase did not translate into time working the road due to a 396% increase in training.

RATIOS – ACCIDENT AND ENFORCEMENT

| ACCIDENT RATIOS | Current period | Previous period |
|---------------------------------------|----------------|-----------------|
| Ratio of crashes per Traffic position | | |
| Total | 6.3:1 | 5.6:1 |
| Property | 4.3:1 | 4.0:1 |
| Injury | 1.9:1 | 1.6:1 |
| Fatal | 0.1:1 | 0.1:1 |
| DUI | 0.2:1 | 0.2:1 |
| Commercial vehicle | 0.2:1 | 0.1:1 |
| | | |
| Ratio of deaths per fatal crash | 1.2:1 | 1.3:1 |
| without seatbelts | 0.8:1 | 0.3:1 |
| with seatbelts | 0.4:1 | 1.0:1 |

| FIELD ENFORCEMENT | | |
|---|--------|--------|
| Ratio of enforcement per Traffic position | | |
| DUI arrests from crashes | 0.2:1 | 0.2:1 |
| DUI arrests <i>prior</i> to crashes | 1.2:1 | 1.8:1 |
| Other Arrests | 6.0:1 | 8.5:1 |
| Speed violations | 24.6:1 | 31.6:1 |
| Hazardous moving violations | 11.1:1 | 11.6:1 |
| Occupant restraint violations | 5.5:1 | 7.1:1 |
| Total violations | 70.5:1 | 83.6:1 |

Analysis:

The activity ratios have been calculated taking into consideration the number of officers that are on administrative assignment, on assignments that take them away from the road. They also have not been adjusted in any way for the 5512 hours lost due to annual leave, compensatory leave, sick leave, holiday off leave and training time. The ratio, if leave was considered would be 141:1.

RATIOS – CRASH AND ENFORCEMENT *Cont'd*

| INSPECTION / ENFORCEMENT RATIOS | Current period | Previous period |
|--|---------------------------|----------------------------|
| Ratio of inspections and enforcement per Commercial position | | |
| Hazardous moving violations – citations | 0.6:1 | 1.2:1 |
| Other traffic violations – citations | 2:1 | 0.9:1 |
| Total safety inspections [all levels] | 20.8:1 | 24.9:1 |
| Terminal inspections TIP | 0.0:1 | 0.0:1 |
| Total safety violations -- citation * | 15.2:1 | 12.6:1 |
| Average safety violations per inspection -- citation | 0.6:1 | 0.4:1 |
| Total safety violations -- repair order | 32:8:1 | 45.3:1 |
| Average safety violations per inspection -- repair order | 1.6:1 | 1.8:1 |
| Total vehicles placed “Out of Service” | 0.8:1 | 2.6:1 |
| Average vehicles placed OOS per inspection | 0.0:1 | 0.1:1 |
| Total drivers placed “Out of Service” | 0.3:1 | 1.2:1 |
| Average drivers placed OOS per inspection | 0.0:1 | 0.0:1 |
| Total school buses inspected | 0.9:1 | 6.1:1 |
| Total school buses placed “Out of Service” | 0.2:1 | 1.8:1 |
| Total trucks weighed * | 2.6:1 | 6.2:1 |
| Total overweight citations* | 0.6:1 | 2.2:1 |
| Total dyed fuel inspections* | 16.1:1 | 30.6:1 |
| Total dyed fuel citations* | 0.1:1 | 0.4:1 |

*Commercial Sworn Only

Administrative Service

The Court/Warrants; the section increased in the majority of its reportable areas during the month of December. The sworn section of court warrants section performed twenty-three misdemeanor warrants, add booking arrests. The section transported twenty-two prisoners within the state on misdemeanor warrants and one out of state prisoner on a felony warrant. The section received four hundred and ninety-six new warrants, performed one hundred and thirty-six warrant validations, and cleared four hundred and thirty-two warrants. The section continued its trend of increasing the number of warrants entered into NCJIS by seventy-seven percent.

Evidence; the section received sixty-eight evidence items in December, a forty-five percent decrease from November. The sixty-eight items were from forty cases and represent an average number of items submitted. The evidence section disposed of fifty-seven adjudicated items during the month of December.

Front office; the staff assisted two hundred and fifty-six customers at the front counter which resulted in two hundred forty-six reports being exchanged. The staff saw an increase in the number of office reports taken for property damage crashes. The number of office reports taken during the month of December increased by forty-three reports. This increase was due to the several storms that passed through the Reno area during the month. The front office reduced its vacancies to just one position during the month of December. The increase in staff helped the section to increase the number of arrest reports processed, crash reports processed and the number of lab requests processed. The Commands time keeper processed two hundred and seventy four time sheets committing only nine entry code errors!

Training; during the month of December the section completed a forty hour RADAR instructor class. The class created a four hour Radar refresher course for troopers that need re-certification. December had the First Responder class scheduled throughout the month as well as a final Defensive Tactics/Baton re-certification class. The training section is currently working on the Use Of Force lesson plan and the 2004 training calendar.

Work Hours:

The court warrants uniformed personnel had a decrease in total work hours lost in December compared to November. There was a reduction in the amount of annual leave used, sick leave used and in holiday time off. Overtime in the section decreased from twenty hours used in November to six hours in December. The six hours that was claimed was by the trooper assigned to training for instructing at the academy. Administrative staff currently has one vacancy and one position on a temporary duty assignment to the background section. The vacant Administrative Assistant II position is in the process of being filled. The front office supervisor has the open competitive list and plans to have interviews scheduled by the end of January. The section showed an increase in the hours of annual leave used and in the hours of sick leave used. The annual leave was scheduled leave for the holidays. Overtime in the section increased in December by thirty-three hours. The increase in overtime was due to coverage for personnel on leave and for backlog reduction in warrant entry.

Communications Center

The work on the primary/secondary radio channel policy and procedure was completed. The policy draft for the case numbering system has also been completed and will be initiated January 1st 2004. Primary/Secondary channels were initiated in mid December and have been a success with very few problems incurred.

The trainees are currently working through their training program. The center had a PSDIV position become vacant. Recruitment (open competitive) has been opened with a close date of January 14. The center PSDIII vacancy is currently in background.

Overtime is a major issue within the center. The hiring of the new positions and the movement of Las Vegas Allied traffic back to Las Vegas which occurred on December 15, will assist in reducing overtime.

Public Information Officer

Print Media Articles: (NHP mentioned in activity, investigations, motor program etc)

13 print articles (Reno Gazette, Nevada Appeal, Tahoe Daily Tribune and Virginia City Register)

TV Interviews: (NHP personnel appeared on news stations for stories, interviews or follow-up)

12 TV interviews and appearances (Channel 4, 8 and 2)

TV News Stories: (exclusive NHP news coverage)

4 news stories (Channel 4, 8 and 2)

Ride- Alongs: 5

(Channel 4 (x2) Channel 8 (x2) Channel 2 (x1)

(Winter Driving Story, DUI enforcement story, New Years Eve Lake Tahoe story, Reno urban ride along New Years Eve. Motor Program Coverage)

Projects / Action Plans

Aggressive "Bowl Patrol" will continue during commuter times. As always, traffic stops in the bowl area during these times will be discouraged and the Troopers will strive for visibility. As of December 1, 2003, we have six motorcycle units on special squads. Three will be on day shift and three will work on an early swing shift. Their priority will be enforcement and responding to crashes in the bowl area and the construction zones during high commute times. This will hopefully relieve the car units to work outside the perimeter of the core area to step up the enforcement in these areas. Although we have not seen results due to inclement weather, January will hopefully be dry enough to fully implement this program.

All operations will include continued emphasis on seatbelt violations and directed enforcement targeted at high crash areas and times.

Aggressive aircraft enforcement for the new 4 lane road section of US50.

Commercial enforcement troopers will continue to receive commercial enforcement training as needed. This training is unpredictable due to North American Standards and Commercial Vehicle Safety Inspector availability of locations, as well as scheduling and flight arrangements. Commercial enforcement will continue to monitor the much needed classes in an attempt to get the training completed as soon as possible.

The 2004 New Year is still challenging us with the ELDEC's (a low height portable platform scale) used to weigh commercial vehicles being broken and not in use. Commercial enforcement is maintaining communication with NDOT regarding the ELDEC's Scales. We have been assured that the scales will be returned as soon as they are repaired. It was reported that the scale head that was damaged was sent to the manufacturer and then returned still unusable. It had to be returned again for repair, and to date, NDOT is still awaiting the results of that repair. Until the ELDEC's return, commercial enforcement is attempting to overcome the lack of equipment by having limited vehicle scales for the Troopers and give more time to the scale enforcement activity.

SIRT unit will be re-writing the Technical Accident Investigation lesson plan (Intermediate Accident Investigation) starting in January 2004.

Upcoming Events

Martin Luther King weekend we bring a larger than normal tourist population the Reno area. Friday January 16, 2004 and Monday January 19, 2004 will be heavy traveling days for the Interstate to and from California.